



Minnesota Transportation Museum

**MINNEGAZETTE**

July/August 1982

## About Our Colorful Cover

MTM's ex-Northern Pacific steam engine No. 328 is this issue's color cover girl. This impressive night scene was taken near the pole yards in New Brighton during the museum's first-ever steam train operations in July 1981 by member **Steve Glischinski**. The engine and train made a repeat appearance in New Brighton this July.

As stated in the last issue of the **Minnegazette**, this color cover, as well as the last one featuring streetcars 265 and 1300, was made possible by member **Bill Campion** who arranged to have the complicated

four-color separation process performed for the museum at the lowest possible price.

These scenes then were printed on flyers and posters to be sold as souvenir items at our railroad operations. The covers of the **Minnegazette** were fed through the presses at the same time at little additional expense. It is only under these circumstances that color pictures are feasible in the **Minnegazette**. Our thanks to everyone who made these color pictures possible.

## Compliments to 328 Surgeons

All of us in MTM owe a tremendous debt of gratitude to our steam restoration crew under the capable leadership of **Frank Bifulk** for its incredible effort in getting No. 328 back on her feet before the New Brighton weekend operations.

Many of our members worked virtually every day during the months of May and June from early in the morning until sometimes the wee hours of the following morning. They used personal vacation time, worked on their days off, and endured all of the surprises and horrifying disappointments that only the rehabilitation of a steam locomotive running gear can produce. In the end they triumphed, and the pops lifted on July 1st, with only hours to spare signaling the beginning of our 1982 steam season.

Many, many of our members contributed to this maximum effort in various ways. Although I might be criticized for singling out a few of our hard-working volunteers, I strongly feel that certain of our people deserve special recognition for tireless efforts which were far above and beyond all expectations. They are:

**Frank Bifulk, Ron Beck, Richard Kasseth, Bob Renz, Orville Richter, Dave Rushenberg, and Don Schlais.**

Without these talented and dedicated individuals, No. 328 would have spent the entire summer on jacks!

The next time you see one of these MTMers, extend your hand in gratitude. They deserve it!

**Frank Sandberg Jr.**  
President

## Help! Charter Operators Needed!

A special call is requested for those certified operators of the Como-Harriet Streetcar Line to volunteer for charter service. This service is conducted during the weekday mornings and early afternoons. If you are able, current scheduling has put a real drain on available operators. We stand a real chance of losing valuable revenue by being forced to cancel

charters. Please contact **Judy Sandberg**, Superintendent for Scheduling, Charter Operations at 890-2830, if you are able to help out. We are extremely pressed for operators for this service. Thank you.

**Mike Buck**  
Vice President, Traction

## No July Meeting; Next Meeting September 21

Please note that there is no July meeting. The next general membership meeting is at 7:30 p.m. on Tuesday, September 21 in the Weyerhauser Room of the Minnesota Historical Society at 690 Cedar St., next to the state capital in St. Paul. See you there!



## Calendar of Events

**August 8:** Morse Telegraph Exhibit at Minnehaha Depot

**August 31:** Board of Directors meeting.

**August 31:** MTM Vacates Como Shops

**September 11-12:** Northfield, Jesse James Days, Engine 328 and train.

**September 21:** General membership meeting at Minnesota Historical Society.

**October 2-3:** Lilydale, Engine 328 and train.

**October 19:** Board of Directors meeting.

**October 31:** Last day of scheduled Como-Harriet Streetcar Line service for 1982.

**November 16:** General membership meeting at Northwestern National Life.

**December 7:** Board of Directors meeting.

**January 18, 1983:** Annual membership meeting and election of officers.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

**Fred Rhodes, Minnegazette**  
Post Office Box 1300  
Hopkins, MN 55343



## Refurbished Car 1300 Opens Como-Harriet's 12th Season

The Como-Harriet Streetcar Line began daily operations for the 12th consecutive season on Saturday, May 29. Sometime this season, car 1300 will carry its half-millionth passenger since beginning museum operation in August 1971. The Como-Harriet Streetcar Line's record of service is due to the efforts of numerous people; those who operate, those who maintain, those who organize, and those who design and create. All are integral to the end product. Our end product is reflected in the streetcars that we operate, in the light rail vehicles that we restore and maintain, in the right-of-way wherein we operate, and in the impact that we make upon the community that we serve. This impact is exemplified by our individual member's pride in the quality of their contribution to the exhibit as a whole.

The Traction Division currently is staffed by 74 certified, active operators. In addition, more than 20 individuals contribute their time and energies in line maintenance and car restoration. This season, the Safety and Training program has enrolled 30 operator-trainees in a redesigned course that combines large-group classroom instruction with aboard-the-car practice sessions that offer hands-on experiences at the car's controls. Throughout the season, program revision and modification will result in a more efficient and effective schedule for new operator-training on revenue equipment at Lake Harriet.

The newly-formed grounds crew has already begun its job at the 42nd Street Station area. In the traction survey that was distributed in January, 37 members indicated that they would be willing to help with the grass mowing and garden hoeing projects. The group foreman, **Judy Sorenson**, will be generating and disseminating a summertime schedule of work periods. For those who indicated that they would help, I ask that you support Judy and the other grounds crew members who have already come out. Do your part to create a fine "front yard" for the museum's exhibit at Lake Harriet. A special thank you is extended to Judy and **Hal Sorenson** for coordinating this program.

The 1982 season opens with car operations being conducted aboard

streetcar No. 1300. Duluth streetcar No. 265 will join operations as quickly as last minute adjustments and building projects are completed. Indeed, 265 already has been pressed into service on three occasions for special operations. These operations occurred during April while rehabilitation was being performed on car 1300. The first operation involved a photo session with the President of the 1982 Minneapolis Aquatennial and its princesses. The second operation involved taping scenes for the *PM Magazine* television program which was shown on May 14. The third operation was hosted by past MTM president, **Bill Graham**, who thrilled Federal Transportation officials with a tour of the barns as well as a ride aboard the restored 1915 streetcar to Lake Calhoun and back.

As streetcar 1300 begins service this summer, the patron and operator will notice massive differences on the vehicle such as:

### Exterior

- Newly painted roof
- Newly painted side panels (yellow)
- Rehabed fender
- Front door air engine and linkage rebuilt

### New lettering and numbering

### Interior

- Totally new (not rebuilt) front stair case
- Rehabed rear stair case
- Stripped/revarnished clerestory
- Stripped/revarnished rear platform panels
- Replaced/sanded/painted ceiling panels
- Rehabed brass work
- Painted floor and seat frame/legs
- Rehabed front fare box
- Rehabed whistle mechanism
- Laminate-protected finish applied to car advertisements

During the course of the three-year rehabilitation program, car 1300 additionally will receive:

### Exterior

- Traction motor/truck inspection

### Interior

- Totally new rear stair case
- Rehabed rear door treatment
- Restored front platform panels
- Passenger compartment rehabbing
- Replacement of rattan seating surfaces



**Loren Martin replaced lower wainscoting panels on the rear platform of streetcar 1300. Photo by Bob McNattin.**

The current and future programs of operations, training, restoring, and especially right-of-way maintenance, will be successful only if the membership strengthens its commitment to participate in the variety of activities of the division. In all areas of the museum, our accomplishments are directly related to the quality and quantity of its participants. Support must be active and it must be flexible. Growth will occur only if people come forth as leaders, as well as followers. Won't you consider participation and leadership roles in the Minnesota Transportation Museum? Let that person in Railroad, Public Relations, Restoration, Acquisitions, or Traction know that you want to help. Without you we cannot grow. Without you we may be unable to sustain our current levels. With you the museum will prosper. When the same individuals are continually called upon to do the work, they often over extend themselves and face the probability of "burn out." Do that which you feel you can to support your museum. It is not *their* museum. It is *our* museum. It is *your* museum.

**Mike Buck**

Vice President, Traction

## 328 to Stretch its Drivers On Milwaukee Road in Northfield

The Minnesota Transportation Museum steam-powered excursion train will be a featured attraction at this year's Defeat of Jesse James Days festivities in Northfield, Mn., Sept. 10-12.

Defeat of Jesse James Days is perhaps the largest community festival outside of the metropolitan area in Minnesota. Each year thousands of folks flock to this historic community 35 miles south of the Twin Cities to watch the accurate re-enactment of the infamous Jesse James Gang raid on the Northfield Bank, and the shootout that ensued when local folk, tipped off in advance of the plans of the Missouri mob, awaited armed and ready.

The visit of venerable No. 328 to Northfield is the result of a collaborative effort among MTM, The Milwaukee Road, and the Defeat of Jesse James Days Committee. This will be the first steam locomotive excursion operation on The Milwaukee Road in many years, and their support has been most critical.

The basic operating plan is this: Engine 328 and consist will depart the Twin Cities from a location yet to be determined at about noon on Friday, Sept. 10. This will not be a revenue run, nor a run for MTM members, but, officially, a deadhead, with basic crew. However, certain railroad and other individuals instrumental in helping MTM set up the Northfield event will be on board, or will board enroute.

The train will probably stop briefly in Mendota at 1:30 p.m., then proceed to Rosemount, where it will water at about 2:15. A brief stop also is slated for Farmington.

Arrival in Northfield will occur about 3:30 p.m. Some brief ceremonies and speechmaking is likely to take place at The Milwaukee Road depot, the base of operations for the weekend.

The basic operating plan is that the train will operate hourly on Saturday and Sunday, from 9 a.m. to 6 p.m., with trips going south to a point called Comus, about 6 miles south, and backing up on the return. Fare for each trip will be \$4 for adults, and \$2 for children. Parlor car tickets will be higher.

Tickets will be sold at the depot's vintage ticket window, and also be available at locations in downtown Northfield, about a quarter mile away.

As an additional featured event, United States Mail will be caught "on the fly" from a mail crane by triple combine 1102 at a community called Dundas, stamped with a special cachet produced just for this weekend, and postmarked and entered in the U.S. Mails at the Dundas post office. RPO, RMS and philatelic buffs should contact member **Bill Marshall** for more details on this operation.

The excursion train also is likely to make two revenue runs Friday evening, probably at 6 and 7 p.m.

The Northfield operation will conclude on Monday, Sept. 13, when the entire train will return to the Twin Cities and be open to members and members of their immediate families at no charge. The train will depart

Northfield at approximately 11 a.m. and arrive in the Twin Cities at 2:30 p.m. The plan is to reserve buses to bring members to Northfield in the morning from an embarkation point in the Twin Cities where cars can be parked. Members choosing to take the chartered buses will be charged a small fare to cover their cost. These plans are still being formulated, but members interested in riding the special "Members Return Trip" should contact **Dennis Johnson** at 920-0312.



Phil Hanson, left, and John Winter hard at work (?) aboard the Plymouth switcher moving rolling stock around the Como Shops' south yard. Photo by Bob Renz.



## 1102 to Catch Mail "On the Fly" at Northfield

Remember when the **Builder**, the **North Coast**, the **Hiawatha**, **Nightingale**, **Zephyr** and a host of other high speed trains roared through small towns, catching and dispatching mail "on the fly?" MTM will create this scene at Northfield, Minn. during the Jesse James Days celebration on September 11-13. Rumor has it that the folks at Northfield may reincarnate Jesse James long enough to hold up the mail and express car!

MTM will employ its ex-Northern Pacific Triple Combine coach No. 1102 (one-third passenger coach, one-third baggage car, one-third Railway Post Office) to catch the mail. The car will make up part of the consist headed by ex-NP steam engine No. 328.

The public will benefit from seeing an exciting demonstration of railroad and mail service history. Perhaps as much as three-quarters of our population have never seen a catch on the fly, and half of our population is probably unaware that it ever was a standard practice.

The Philatelists who collect not only stamps, but also commemorative "cachets" (pictures and printing on

the lower left corner of the envelope), will have the chance to obtain a cachet commemorating a return (albeit exhibitionary only) of catching railway mail on the fly. The following cachet will be advertised in national stamp newspapers and sold at the Northfield tickets counters for \$1 each.



The members will have a chance to make catches under the tutorship of skilled Railway Postal Clerks with

many years experience (including the shuddering experience of catching box cars, signal masts, and bridge trusswork!!). There is a right and a wrong way to stand, hold the catcher arm, and retrieve the caught pouch. Let's have an accident-free performance. Also there will be just as many chances for members to "hang the mail" as there will be to catch it. It is just as important to hang it correctly as it is to catch it correctly.

The treasury will benefit from this exhibit in that all letters or cards caught on the fly will first pay a \$1 fee. Although we have no idea how much this enterprise will net, our national advertising in stamp and railroad periodicals should bring in a goodly amount of orders.

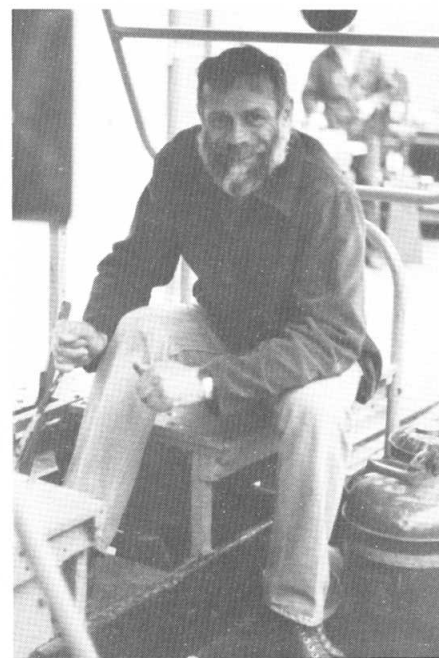
The media will be notified in time to shoot some exciting shots of the action.

Jesse may show up with his 6-guns ablazing. However, we are confident that the law at Northfield, and aboard our train, plus the gallant dedication of Railway Postal Clerks will foil Jesse as he has never been foiled before!!

**Bill Marshall**



Scott Heiderich, left, and Orville Richter sandblasted passenger car parts. Photo by Bob Renz.



Walt Strobel, superintendent of maintenance for the Como-Harriet Street-car Line, prepared to start the Fairmont track speeder. Photo by Bob McNattin.

# Gelling Family Memorabilia Donated to MTM



Joseph Gelling at the wheel of a TCRT GM TDH-5105 bus.

Joseph Gelling of St. Paul passed by the streetcar operating site recently and inquired whether we would be interested in having some of the family possessions from its generations of Twin City Rapid Transit Co. employee history. A few days later, he donated pictures and family mementoes, representing generations of association with the once-great TCRT.

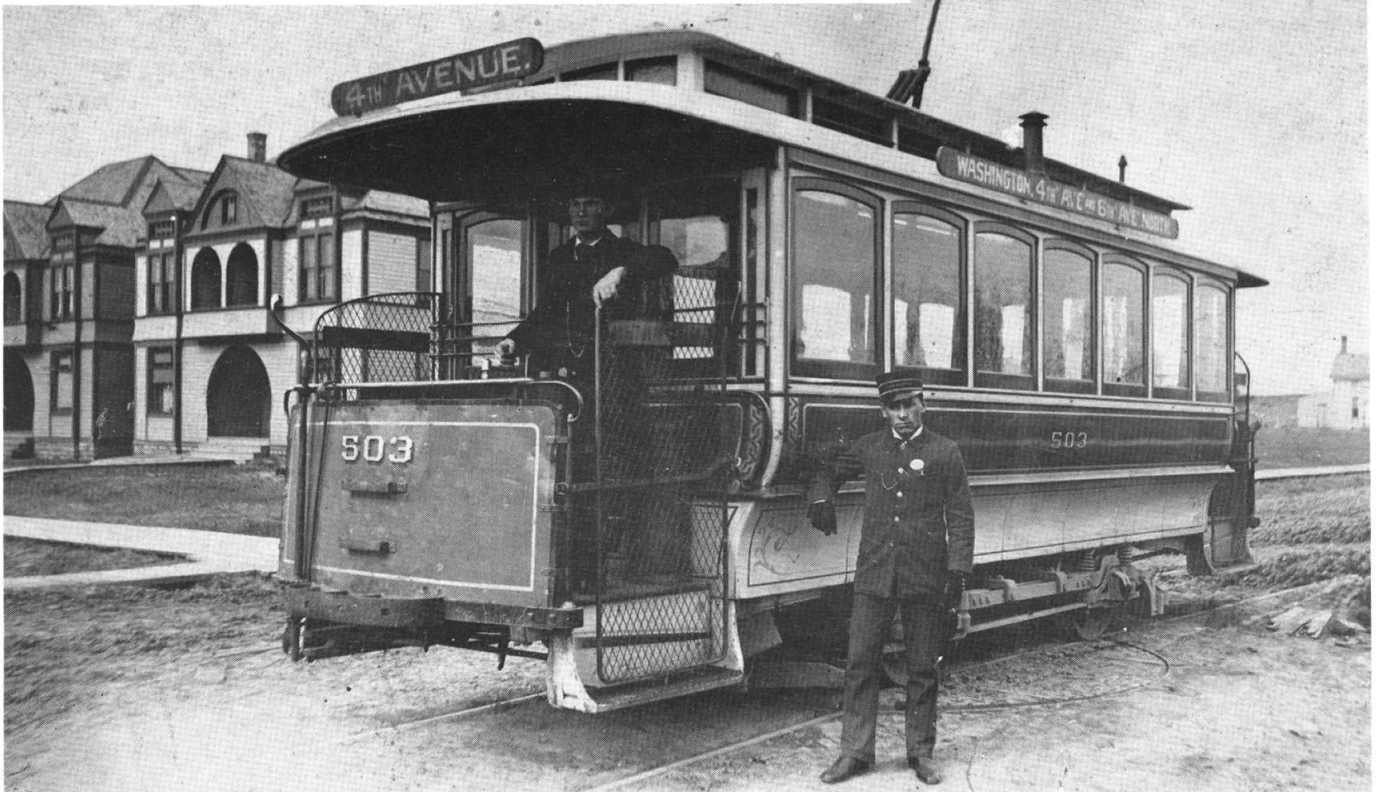
Joseph was employed by TCRT in the 1940s and operated streetcars (including car 1300) out of East Side Station. He switched from rails to tires upon abandonment of the streetcar system in 1954. Joseph's father, **Robert Gelling**, began working for the transit giant in the early 1920s, was president of its Veterans Club in 1956, and ultimately served as head cashier and "mark up man" at North Side Station.

The Gelling story does not end back in the 1920s either for Robert's brother, **Ralph Gelling**, also was a motorman for the rail transit system

in the previous decade. The real "oldie" was Robert's uncle, **William J. Johnson**, who was employed by TCRT before the turn of the century and operated single-truck cars on the Washington, 4th Av. and 6th Av. N. line in Minneapolis.

It is probable that these rare photographs are appearing in print for the first time. MTM gratefully acknowledges these photos and gifts from Joseph Gelling. They, along with other memorabilia, will comprise displays in our future depot at the Lake Harriet site.

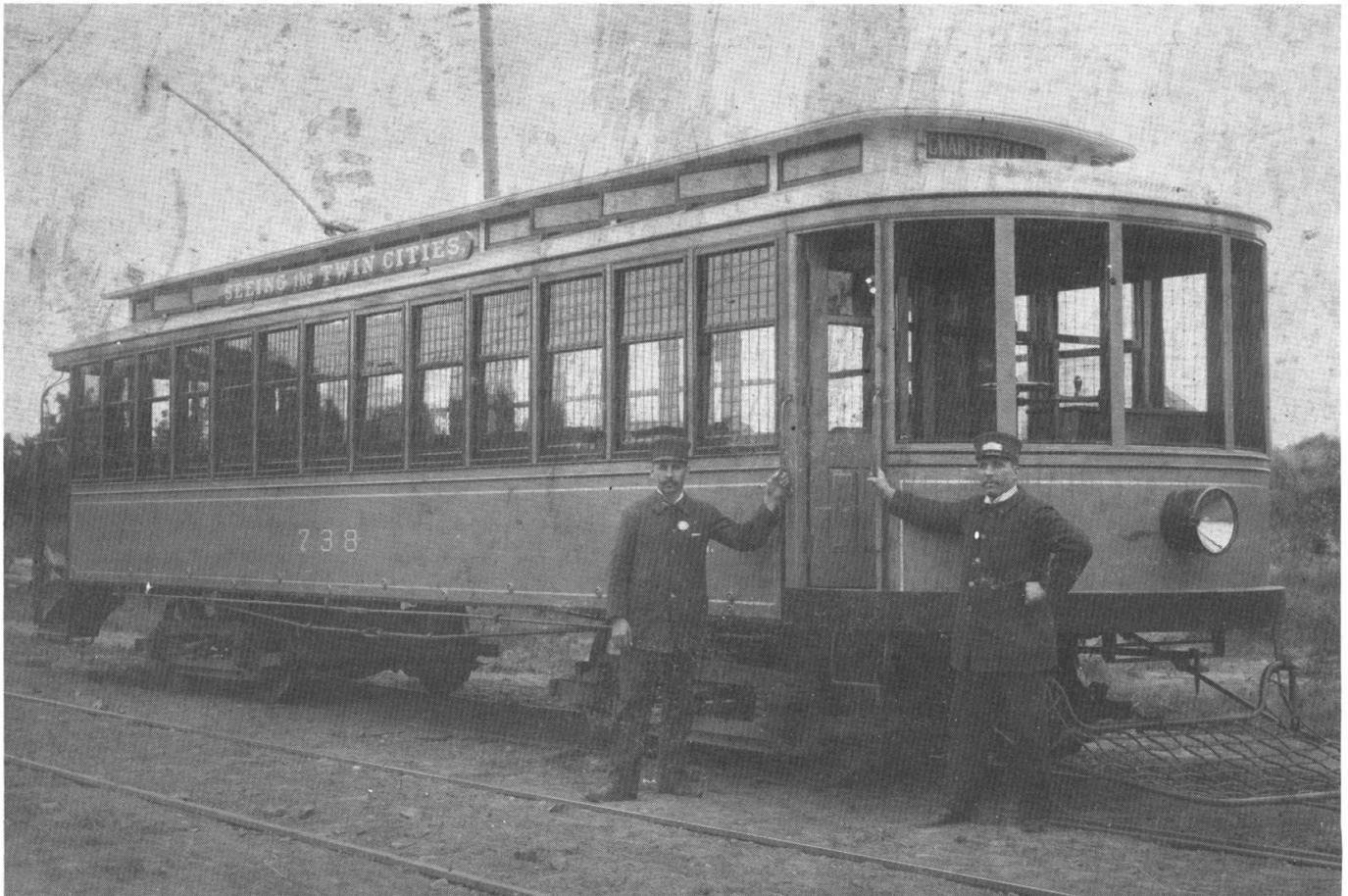
**Mike Buck**



William Johnson (standing on ground), Joseph's great-uncle, as conductor of car No. 503, an 1891 18-foot, Northern Car Company-built single-truck, closed motor car. The motorman is Henry Gorman. This 1893 photo was taken on the tiny turntable at the end of the Washington, 4th Av. and 6th Av. N. line at 6th Av. N. (now Olson Highway) and Penn Av. N. Note the beauty of the car's exterior

and the impeccably-pressed operator uniforms, the recently finished homes, the boardwalk-type sidewalks, and the total absence of any trees. Car 503 was scrapped in 1912 as hundreds of TCRT-built double-truck cars were rolling off the assembly lines. All photos from the Joseph Gelling collection.





Robert Gelling's uncle, William Johnson, left, with fellow operator next to car No. 738, assigned as a Twin Cities' sightseeing charter car. No. 738 was the second car built under the initial TCRT car-building program in 1898. Note the squared fender, large rear gate, nonexistence of air

equipment (the car had mechanically-operated hand brakes!), and no interior door at the front bulkhead. Car 738 was converted to trailer No. 214 in 1921 for use as a two-car train with motor car No. 1614. Trailer 214 (alias 738) was retired in 1933 and scrapped in 1936.



Robert Gelling proudly attired in his uniform with hat badge No. 1980 in the 1910s.



Robert Gelling's brother, Walter, right (badge No. 382), aboard a 1911-era streetcar which was assigned to, of all things, the Como-Harriet line.

## Annual Streetcar Picnic Dates Set

All MTM members, including their immediate families, are invited to the 6th annual Streetcar Company-style Picnic to be held Sunday, September 26, from 1 to 5 p.m. at the Linden Hills car barn area of the Como-Harriet Streetcar Line.

Park at either the south shore of Lake Calhoun or at Lake Harriet, and ride the trolley to the picnic area.

This year's bill-of-fare will include bratwurst and hamburger, salad and baked beans, and beverages. Special charter runs aboard car No. 265 will be available throughout the afternoon. As in past years, members are encouraged to bring salad or dessert donations. Also, plan to bring lawn chairs for more comfortable seating at the picnic site.

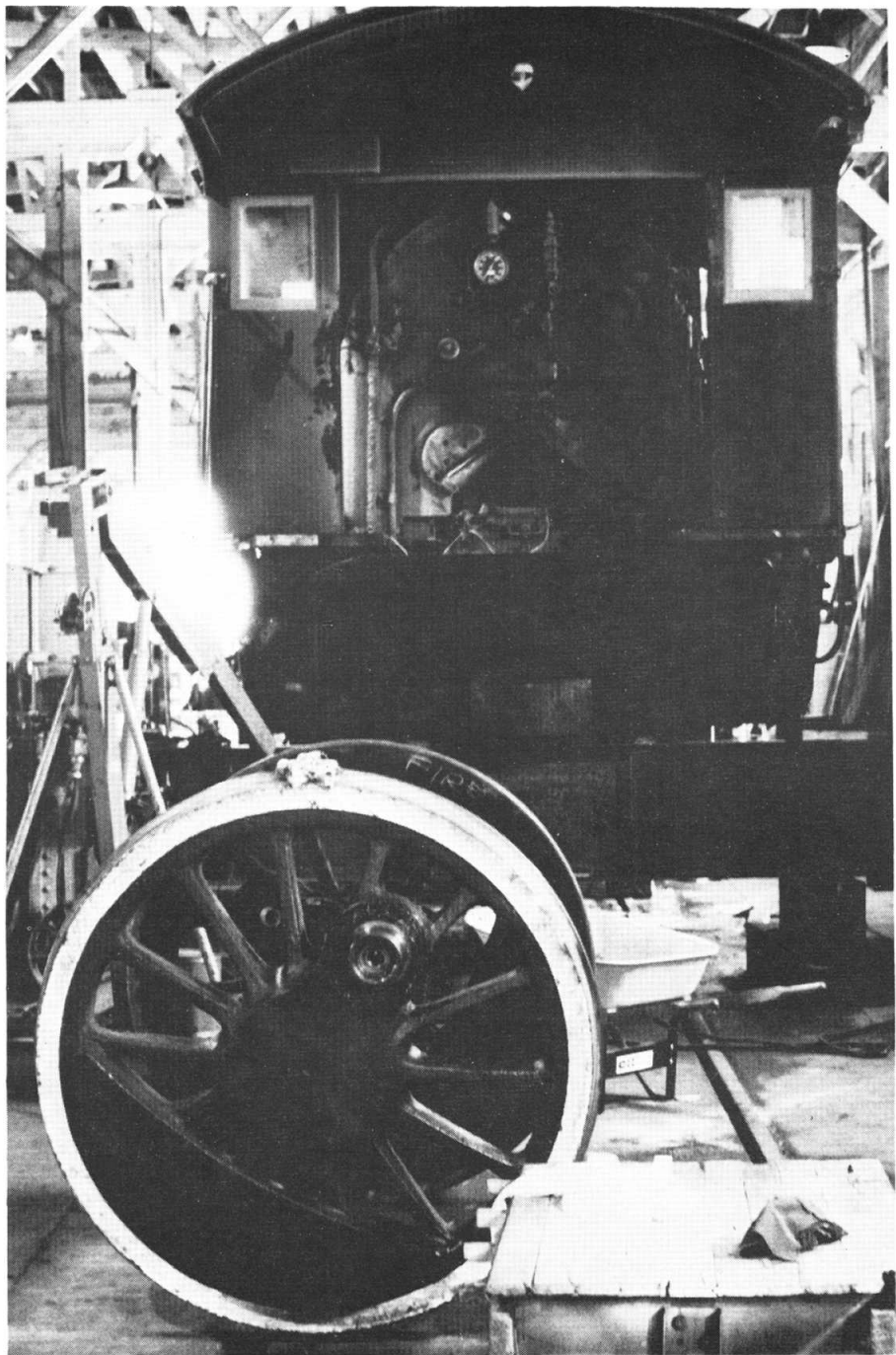
**MOST IMPORTANT: RESERVATIONS ARE REQUIRED.**

To help with food allocation planning, please contact just one of the recording secretaries listed below to indicate the anticipated number of people attending from your family (Contact them by Sunday, Sept. 19.)

1. **Lorraine Nilsen**, 866-7536.
2. **Ray and Margaret Bensen**, 922-4706.
3. **Ted and Jean Kane**, 929-1580.
4. **Bob MacNie**, 471-8248.

ALSO, **Mike Buck**, picnic coordinator, needs member help to assist in pre and post-picnic activities: Area preparation, food purchase and pickup, rental items pickup and return, area cleanup. Please call him (822-7559) to volunteer your services and assure this year's effort a continuation of past successes.

**REMEMBER: DEADLINE FOR RESERVATIONS SUNDAY, SEPT. 19.**



This is hardly a normal location for a steam locomotive driver (rear of 328's cab is in background), but it was in place to install a new "tire." Photo by Bob Renz.

## North Star's Life Extended to Labor Day

In the continuing saga of the imminent demise of the seven-year-old Amtrak North Star train to Duluth, the train dodged another bullet in June when Gov. Al Quie granted appropriations to permit the passenger train to continue its daily round trips to Duluth until at least

Labor Day, September 6. The train was scheduled to be sidetracked on July 5.

Although ridership was down earlier this year, June ridership was well ahead of the same period in 1981. While many argue that the train isn't

worth its subsidy, the Duluth economy declares that its benefit to the city in tourist dollars is worth considerably more than its cost. At any rate, catch the North Star to Duluth and see the exciting new Depot Square this summer, just in case.



## MTM To Vacate Como Shops August 31

Does anybody have a garage stall where we can stuff a steam engine in for a while? Or an 84-foot railroad coach? MTM received its eviction notice and must vacate its Como Shops building by midnight, August 31.

Fortunately the museum has had two years to plan for this eventual move. For months members have been packing odds and ends away and looking for numerous locations in which to store the various pieces of equipment. With the new home of MTM's restoration and storage facility *and museum building itself* still uncertain, it has been a painstaking effort to find temporary homes for all of our equipment.

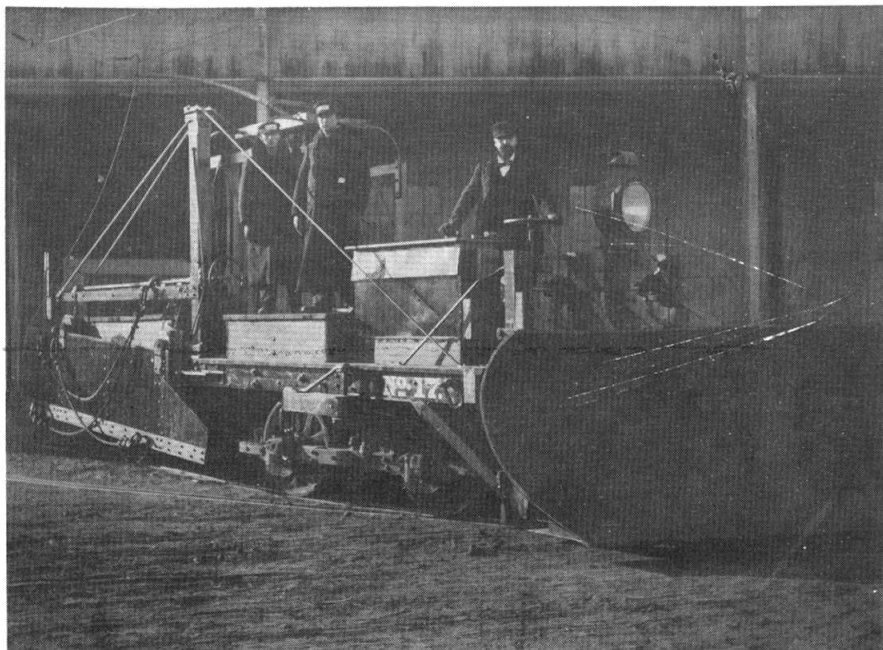
At this writing it appears that our rolling stock will be housed at several locations in the Twin City area for the time being. TCRT steel-sided streetcar No. 1496, the "trolley church," will remain at the site, which will be renamed Bandana Square, on indefinite loan from MTM as a static exhibit until the day its turn comes for restoration.

The entire Burlington Northern Como Shops complex and adjacent area, including Midway Stadium which was razed last year, is being converted to an energy park containing businesses and a shopping mall. The area will retain its railroad heritage as the name Bandana Square implies. Bandana refers to the scarf that railroad engineers once wore.

Two of the BN's large brick buildings will be renovated as part of Bandana Square. The rest of the buildings, including MTM's 3-track wooden home for the past nine years, will be torn down. However, many of the large wooden timbers from the old building will find new uses in the decor of the energy park we are told. BN's tall smokestack, emblazoned with N. P. Ry., was toppled in early July to the objections of many who thought the stack should have remained as a landmark. A trolley line will connect Bandana Square with nearby Como Park and Zoo to the north.



Robert Gelling, top row, center, with fellow TCRT motormen and conductors in the 1910s.



Open-air snow plow car No. 17 pulled out of East Side Station around the turn of the century. Note the mechanical gear, hand brakes, and carbon or kerosene-style headlamp. No. 17 was scrapped in 1908.

## Letters to the Editor

**Ed. Note:** Thomas J. Lamphier, long-time Northern Pacific employee, railfan par excellence, and retired President of the Transportation Division of Burlington Northern Railroad, wrote to let us know about the entire history of MTM's latest acquisition, the BN Compass Instruction Car B7.

**To the Editor:** Please refer to the photograph of former BN Compass Instruction Car B7 on page 3 of the May/June 1982 issue of the **Minne-gazette**. The caption suggests that this car had served as the President's car on the Great Northern. My research indicates that this was not the case.

My research indicates that Mr. James J. Hill used Business Car A-18, which was built by the American Car & Foundry Company and delivered to the Great Northern as the A-18 on July 31, 1900.

Later, business cars numbered A-28 were generally assigned to the President of the Great Northern. The first car with this number was built by the

GN in 1912 as Business Car A-28. In 1927, it was renumbered A-20 and served out its last years as the Butte Division Superintendent's car. The second A-28 was built by Barney & Smith in 1911 as Observation Car 9017. In 1925, it was rebuilt into Business Car A-30, and in 1927 became Business Car A-28. In the late 1940s it was renumbered A-26 and assigned to the GN Vice President at Seattle.

The last A-28 assigned to the President of the GN was built by Pullman-Standard in 1947 as the first lightweight business car. In the late 1960s, it was renumbered A-4 and, after the merger, it became the Kootenai River.

Mr. Louis Hill Sr. also used Business Car A-22 which had a garage at one end and portable ramps to accommodate his automobile.

The car the MTM bought was built by Barney & Smith in 1910, a wooden observation car numbered 9021. It was converted to Business Car A-1 in 1922 when a steel underframe was applied. Steel sheathing was applied in 1924, and a new steel fishbelly

underframe was installed in 1930. The car was air conditioned in 1938. So far as I can determine, this car was assigned to the Vice President, Traffic until a new A-1 was built. The old A-1 was renumbered A-11 and assigned to the Chief Mechanical Officer. In the late 1960s, it was renumbered A-6 and was unassigned. After the merger, its interior was changed to its present configuration and renumbered B-7.

Sometime after World War II, the B-7 was resheathed to appear as an all-steel car with no rivets showing, but it is still a composite car—wood frame with a steel underframe and sheathing. In the 1950s, new six-wheel outside swing hanger trucks were installed, but with clasp brakes, as disk brakes would not have cleared the fishbelly underframe on sharp curves.

I've made many trips on a lot of these business cars and know them fairly well. The old A-1 (B-7) was one of the best.

**Thomas J. Lamphier**  
Stillwater, MN



Full view of MTM's 105-ton rail crusher, former BN Compass Instruction Car B7. Hudson Leighton is checking out

the fully-operational coach. Photo by Bob Renz.



## Roundhouse Game- Como Shops Work Scheduling, Part 2

Last issue, **John Hemak** asked the membership to figure out the following puzzle. In preparation of an MTM railfan run scheduled by Bike Bark, Souper of Traction, Ray, Bill, Mike, George and Frank had agreed (!?) to help out on a Saturday in February from 1 until 6 p.m. but not on the same piece of equipment. Each wanted to put his "finishing touches" alone on each unit. So Bike agreed to have each one work one hour at a time, from 1 until 6 p.m. on a rotating basis.

Bill would work on Rock Island commuter coach 2604 after Frank worked on N.P. steam engine 328. Mike worked on N.P. Triple Combine 1102 but earlier than George on another Rock Island commuter coach 2529. Ray would work from 4 to 5 on the 2604, and George would paint N.P. caboose 10864 after he got through with the 1102. Mike would work from 3 to 4 on the 2529. George would work on the 2604 before Frank on the 2529 or Ray on the 328 but after Bill and Mike started on the 1102 and 10864

respectively. Got it?

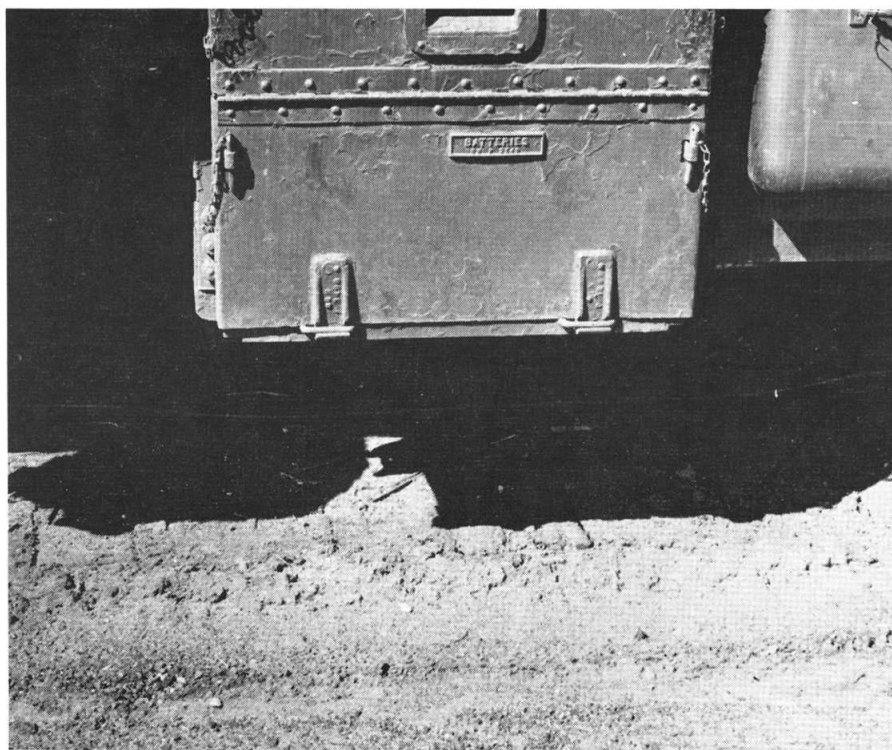
So from this information how did Bike Bark arrange the schedule to keep anyone from working together on the same piece of equipment or from everyone from not working on the same piece of equipment?

By the way, they also agreed that they would work on the 29th. What was their motive? John now provides the solution.

| Equip. No. | 1:00-2:00 | 2:00-3:00 | 3:00-4:00 | 4:00-5:00 | 5:00-6:00 |
|------------|-----------|-----------|-----------|-----------|-----------|
| 328        | George    | Frank     | Ray       | Mike      | Bill      |
| 1102       | Bill      | Mike      | George    | Frank     | Ray       |
| 2529       | Ray       | Bill      | Mike      | George    | Frank     |
| 2604       | Frank     | George    | Bill      | Ray       | Mike      |
| 10864      | Mike      | Ray       | Frank     | Bill      | George    |

As far as not wanting to work until the 29th, the next Saturday, February 29 will not occur until 1992. Was it a "stall" or an oversight? Ask the crew!

**John Hemak**



The Como Shops' old 56-lb. rail just can't quite handle MTM's new 105-ton business car! Photo by Bob Renz.



Neil Howes reinstalling the fender on streetcar 1300 after completing repairs on the air brake mechanism. Photo by Bob McNattin.

# MTM Getting Bigger; in Assets and Liabilities

With the restoration of steam locomotive 328 and the advent of steam railroad operations, MTM has entered a new era in its history, one which will generate larger revenues than ever before and require careful planning. As an aid in this planning process and as a tool for resource management, the Budget Committee of the MTM Board of Directors has drawn up a detailed budget for 1982. The magnitude of the numbers themselves tells a story; MTM will earn more and spend more in 1982 than in any preceding year. A few highlights:

- The budget itself is 36 pages long

- Public Relations will spend money to make money on souvenir programs, posters, and postcards

- Operations will require and generate big bucks

- The budget for restorations is larger than ever before indicating the magnitude of ambition and work which lies ahead.

It is evident from the budget that the Operations Division will not only pay its own way but may provide a surplus of funds which can then be channeled to assist other museum

activities. Traction Division shows a deficit because of funds set aside from its budget for restoration of Duluth streetcar No. 78, the single-truck 1893-built LaClede car.

The point is that MTM is becoming a big time operation and is developing the management tools to cope with its growth.

## 1982 Budget Committee

Grant Arneson  
Frank Bifulk  
Mike Buck

Bob Clark  
Dennis Johnson  
Bob McNattin, Chairman



Dave Rushenberg added more bronze to the furnace so that the crew could cast up more lateral wear plates for engine 328. Photo by Bob Renz.

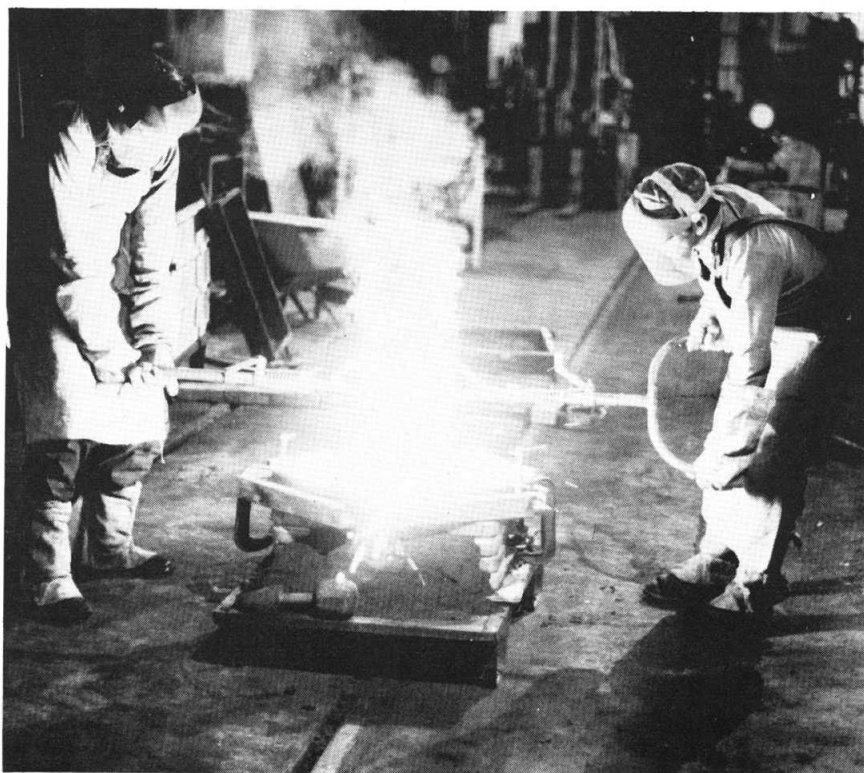


Bob Renz cleaned dross (waste that forms on molten metal) from the surface of a brass melt as Dave Rushenberg looked on. Photo by Bob Clark.





Dave, left, and Bob hoisted a 90 lb. bronze melt out of the furnace.



Bob, left, and Dave then poured the 2,000°+F bronze to make the new lateral wear plate. Photos by Bob Clark.



## What's In A Plate?

Vanity license plates have become a common item on Minnesota's motor vehicles since they were authorized by the legislature in 1976. Originally intended to have a five-year life beginning in 1977 (at \$10 extra per year), these personalized plates now have been declared "lifetime" plates along with regular plates. They now cost a one-time charge of \$100 (not including the annual charge for tabs). The plates allow up to six characters plus a space.

Before the fee jumped to \$100, some railfans obtained these plates to spread their message. Plates seen around the Twin Cities include **TRAIN, TRAINS,** and even **ZEPHYR.**

Others were lucky enough to get regular issue 3-letter 3-number plates that spread their message at no extra cost. Our hard-working members of Duluth Street Railway streetcar No. 265 would like to have plate **DSR 265** to remember their work by. That plate, however, was issued years ago. Chicago and Northwestern Railroad buffs see something extra in every **CNW** plate. Light rail transit backers see their cause flashed on 1,000 cars bearing **LRT** plates. By tracing down the source of that series, your editor later was able to latch onto a set of **LRV** plates for his car. Museum buffs might try to track down **MTM** plates when they become available. They have not been spotted so far.

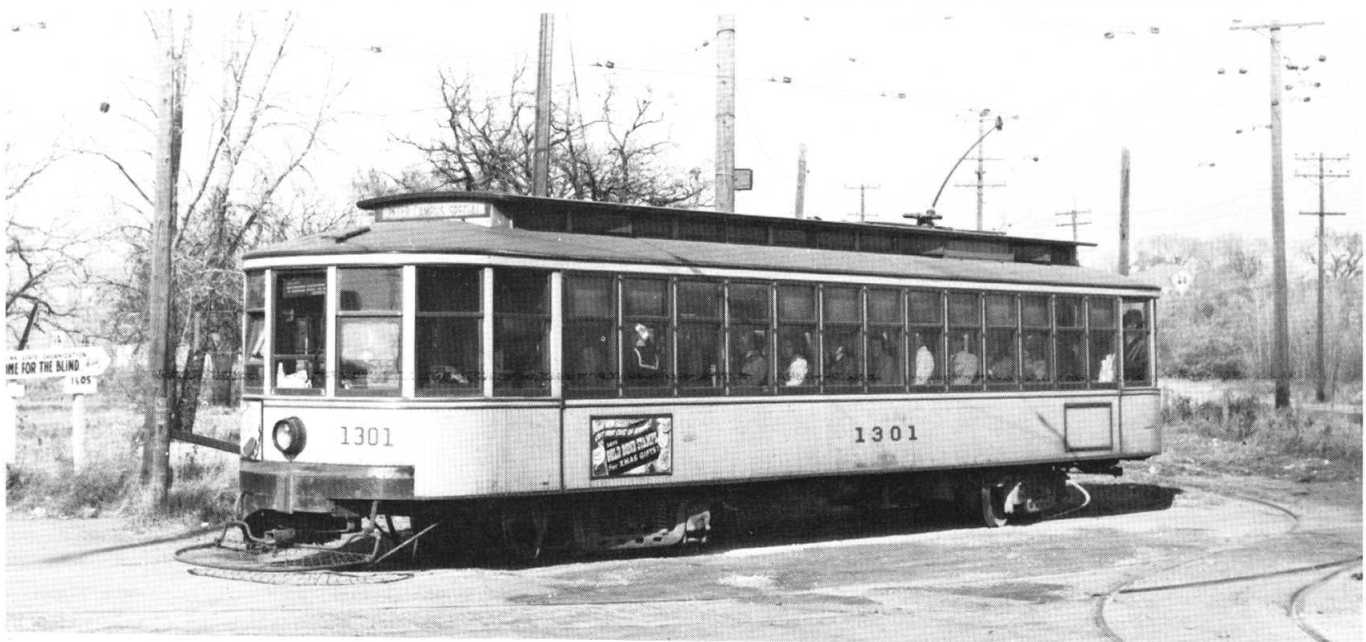
As for that **MTM FAN** plate—its only a facsimile—it's probably available. It's yours for a hundred bucks.



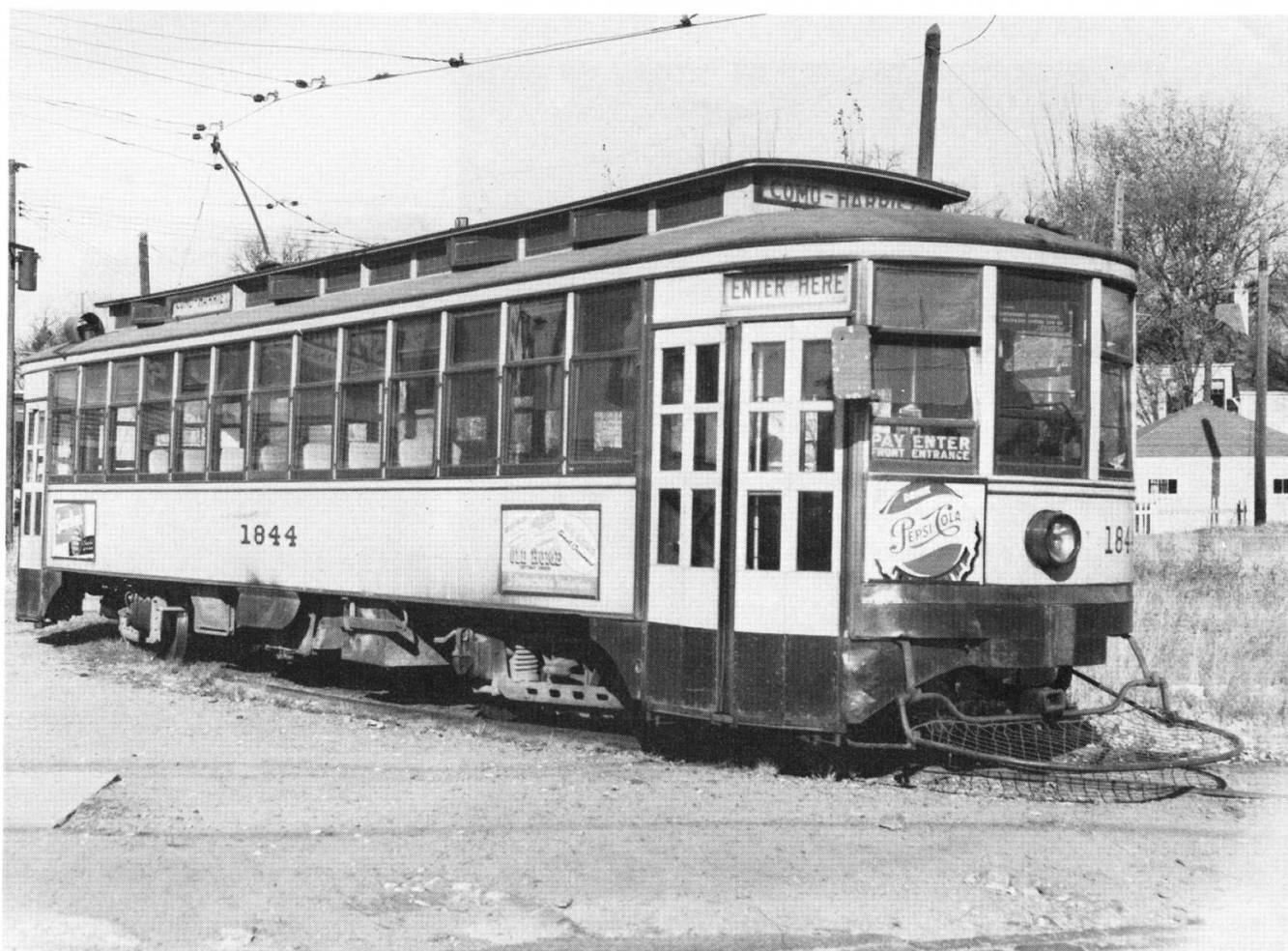


Ever wondered about 1300s next of kin? Car 1300s immediate brothers are shown here in service in the early 1950s. Eastbound Como-Hopkins car 1299, upper photo, is shown boarding passengers at 44th and France Av. S. in Morningside (now Edina) in 1951. The car was headed for Lake Harriet Station and downtown Minneapolis as indicated by its LOOP sign. Fully-loaded Inter Campus Special car 1301, lower photo, is shown turning west onto

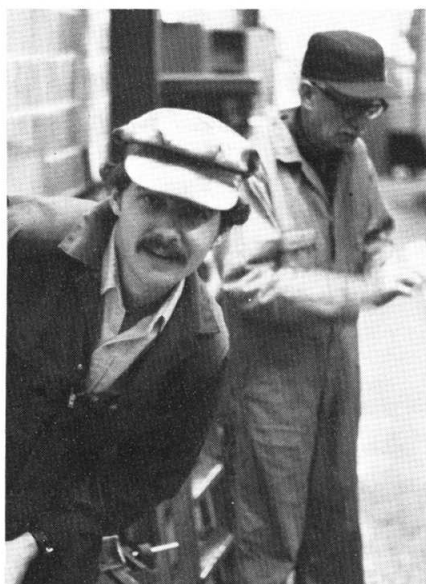
Como Av. from Eustis St. in St. Paul in 1953 enroute from the U of M's St. Paul farm campus to the main campus in Minneapolis, a 2-1/2 mile trip. Cars 1300 through 1307 served the Intercampus line during the final months of operation in late 1953 and 1954. The line was always served by a series of five to eight consecutively numbered streetcars. Both cars were scrapped at the end of rail operations in June 1954. Photos by Frank E. Butts.







Como-Harriet streetcar No. 1844 on the loop at 44th and France in Minneapolis in 1953. Photo by Frank E. Butts.



Keith Anderson, left, and Larry Schrieber repairing the front door controls on Duluth Street Railway car 265. Photo by Bob McNattin.

## Help 1982 Set a Record!

The success of streetcar and railroad operations depends on as many volunteers as we can get. If you have not been contacted to help, please call one of the museum officers (listed in the MTM phone directory). Let's make 1982 our best year yet! If you're not a member, become one today!

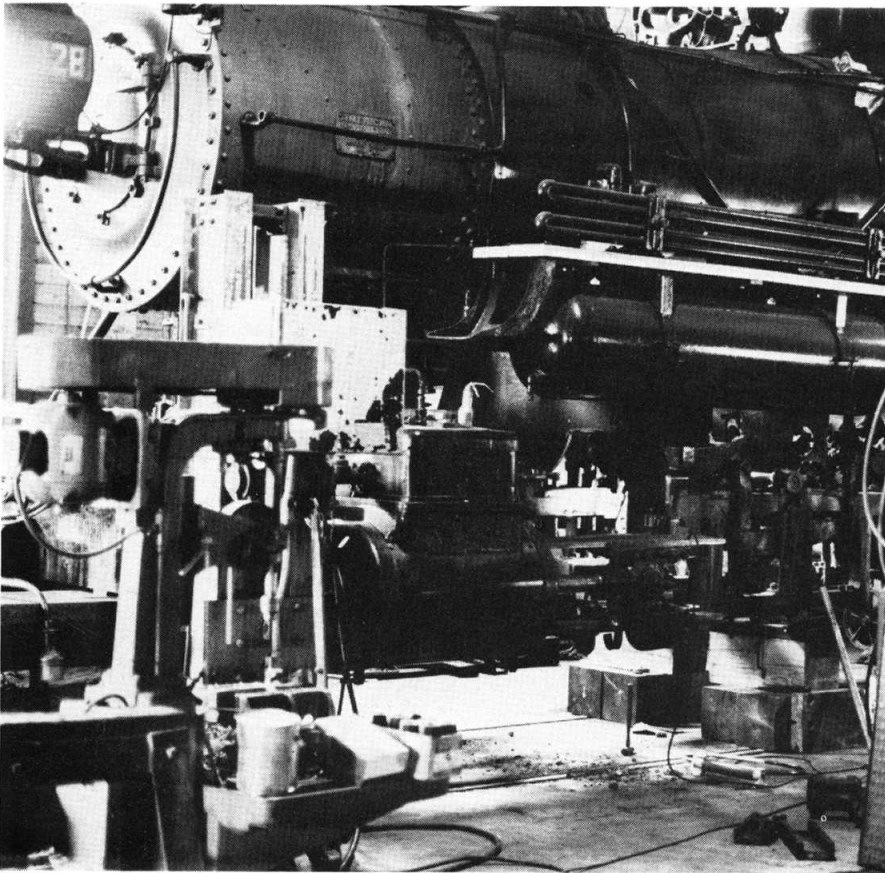
- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
  - ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
  - ☐ MTM ASSOCIATE membership (\$10 per year).
- All members receive the bi-monthly **Minnegazette** magazine at their homes.
- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax-deductible).

Name \_\_\_\_\_ Phone \_\_\_\_\_

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Mail to: **Minnesota Transportation Museum, Inc.**  
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N.P. steam engine 328 jacked up and ready for wheel work in June. Photo by Bob Renz.



George Isaacs, MTM charter member, carrying a ladder and scowling at the camera. Photo by Bob McNattin.

**Minnegazette**  
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# MINNESOTA STREETCAR MUSEUM

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August 2021

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